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Planning Dept  
Exhibit # 31

Ref.: 23045

October 27, 2023

Mr. Michael McKnight, Chairman  
Town of Wrentham Planning Board  
79 South Street  
Wrentham, MA 02093

Reg.: Proposed Gas Station & Convenience Store  
Wrentham Business Park  
10 Commerce Boulevard, Wrentham, MA

Dear Chairman McKnight:

On behalf of our client, Phillips & Angley, as counsel for the statutory abutters, 574 Washington Street, LLC and Helping Hands of America Foundation, Inc., **Chappell Engineering Associates, LLC (CEA)** has prepared this letter to supplement our prior September 13, 2023 letter, relative to our review of the site plan and associated traffic impact study for the proposed expansion of the existing Wrentham Business Center (WBC), in order to accommodate a proposed gas station and convenience store. Specifically, this letter has been prepared to identify concerns related to on-site circulation, particularly for fuel trucks, based on a review of the updated site development plans received by the Planning Board on October 3, 2023 (Exhibit #25).

### **Site Access/Fuel Deliveries**

As proposed, the gas station/convenience store would be accessed via two separate curb cuts onto the southern side of Commerce Boulevard, with the western driveway, most proximate to Route 1, providing a total of 22-feet in width, and the eastern driveway providing a total of 24-feet in width. The proposed fuel storage tanks for the gas station are located at the northern edge of the project site, between the proposed driveway locations. Both driveways would accommodate both entering and exiting traffic flows, with painted STOP-lines provided on both driveway approaches to Commerce Boulevard. Based on the review of the proposed vehicle turning

template plans, the western driveway would accommodate entering truck movements, while the eastern driveway would accommodate exiting truck movements.

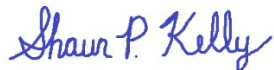
Based on a review of the submitted plans, an entering fuel truck is required to utilize all 22-feet of driveway width to make the entering right turn from Commerce Boulevard and is required to swing under the canopy of the first fuel pumps, and through the two northernmost fueling positions at the gas pumps, located most proximate to the tanks. As such, blockage of entering fuel trucks could regularly occur when vehicles are fueling in either of the two northernmost fueling positions, requiring either a multi-point turn by the fuel truck, including one or more backing maneuvers on site, or the fuel truck waiting within the driveway area until customers vacate the gas pumps. Should the truck be required to wait, this situation could potentially block site access and result in queueing along Commerce Boulevard that extends towards Route 1. It is noted that if the proposed underground fuel tanks were instead above ground, potential additional conflicts may occur.

A review of the truck template plans for exiting fuel trucks only shows vehicles turning right from the eastern driveway, towards the cul-de-sac, away from Route 1. As Commerce Boulevard is a dead-end roadway all exiting truck traffic would be destined westbound, towards Route 1. It is noted that exiting fuel trucks are shown turning into the opposing lane of travel on Commerce Boulevard, that serves traffic exiting the adjacent indoor recreational facility as well as the proposed truck access for the proposed warehouse facility on the opposite side of Commerce Boulevard. It is recommended that revised truck turning plans be provided to demonstrate that exiting trucks are able to reverse direction back to Route 1, without creating potential conflicts with opposing traffic flow on Commerce Boulevard.

Lastly, it is recommended that the turning template plans clearly identify where the fuel truck will be parked when unloading fuel, and whether multi-point maneuvers on site are required for the truck to navigate into this unloading area. Separate entering and exiting truck template plans should be provided, with both vehicle paths terminating and starting at the proposed unloading area for fuel.

Sincerely,

*Chappell Engineering Associates, LLC*



Shaun P. Kelly

Senior Project Manager